

TRB ADC10 Newsletter

August 2005

Environmental Analysis in Transportation

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Environmental Stewardship and Streamlining: Fact or Fiction?

The 2005 Joint Transportation Research Board Summer Meeting - ADC50, ADC10 and ABE80 Committees Santa Fe, New Mexico, September 11-14, 2005

The New Mexico Department of Transportation, with the assistance of the SRI Foundation, is sponsoring the 2005 Transportation Research Board summer meeting of the ADC10 Committee on Environmental Analysis in Transportation, the ADC50 Committee on Historic and Archaeological Preservation in Transportation, and the ABE80 Committee on Native American Transportation Issues.

This conference will bring together over 200 transportation and environmental professional from around the country to review and critique past national efforts involving environmental streamlining and stewardship. The benefits and problems associated with these efforts will be examined from the perspective of tribes, the public, and environmental and transportation professionals. Presenters and attendees will include key staff from Federal Highway Administration (FHWA) headquarters, state FHWA division offices, state Departments of Transportation environmental and design offices, tribes, Federal and state environmental resource agencies, non-profit environmental organizations, and private sector firms. During the conference, there will be many opportunities, both structured and informal, for discussions and networking about environmental streamlining and stewardship.

The conference format differs somewhat from past TRB summer meetings. The first day of the conference begins with a two part plenary session. On the first day, six plenary speakers will address the conference theme, presenting their responses to the following questions: What are streamlining and stewardship? Have we really streamlined projects and programs, and have we become better stewards? How do we know when we have done streamlining and stewardship? What are the practical, realistic outcomes of streamlining and stewardship? The plenary speakers include:

- Alan Downer, Navajo Nation
- Don Klima, Advisory Council on Historic Preservation
- Wayne Kober, Wayne W. Kober, Inc.
- William Malley, Akin, Gump, Strauss, Hauer & Feld, L.L.P.
- Michael Replogle, Environmental Defense
- Lamar Smith, Federal Highway Administration, Office of Project Development and Environmental Review

The second part of the plenary session will showcase four key projects and programs from around the country that exemplify the successes and challenges of stewardship and streamlining. The plenary session is followed in the afternoon by the three committee's breakout sessions.

Day two of the conference begins with a joint session of the three committees. The subject of this session is tribal consultation in the context of the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. After this session, conference participants will breakout into small groups. Each group, under the direction of a facilitator, will discuss the conference theme, using information, ideas, projects, etc. discussed in earlier sessions, and their own experiences. Each group will work on defining what the goals and outcomes of streamlining and stewardship should be. These

goals and outcomes need to be practical, reasonably attainable, and easily understandable by all. Groups will also discuss practical ways to move streamlining and stewardship toward fulfilling these goals.

On the morning of the third and last day of the conference, all participants will reconvene, and each breakout group will present a brief report on their group's discussions and recommendations. This will be followed by a time for general comments and discussion from the audience. As a wrap-up, the plenary session speakers will then present their views and opinions about what they heard during the sessions and small group discussions, ending with their recommendations on where to go from here.

Chairman's Message

**by Mark Kross, ADC10 Chair
Missouri Department of Transportation**

What has ADC10 been doing for you? Well, the summer workshop planning is underway at full steam. We shall be joining the Historic and Archeological Preservation Committee (ADC50) and the Native American Transportation Issues Committee (ABE80) in Santa Fe September 11-14, 2005 where the conference theme will be "Environmental Stewardship and Streamlining: Fact or Fiction." Terry Klein of the SRI Foundation is coordinating the effort. The New Mexico Department of Transportation is sponsoring the meeting with assistance from the SRI Foundation. The meeting will begin with the committee business meetings on Sunday afternoon. Monday morning will have two plenary sessions with diverse representatives addressing the conference theme. Monday afternoon, each committee will have committee-specific sessions. ADC10 is lining up seven presentations with the following subjects: environmental streamlining on Louisiana Highway 1, cumulative impact assessment during the planning stages, streamlining the permitting process in Washington State, Section 4(f) and cumulative impact analysis, streamlining and CSS on a U.S. 285 project in Colorado, an environmental impact study at the Philadelphia International Airport, and environmental streamlining on the Colorado Step Up project. Tuesday morning we shall have a joint session with the other committees with up to six presentations. That leads into a facilitated group discussion to help define what the goals and outcomes of streamlining and stewardship should be, based on the information heard and also brought to the meeting by attendees. Tuesday afternoon is the meeting's tour to Taos. The wrap-up session on Wednesday morning will bring the plenary presenters back to offer their observations, summations and opinions leading to recommendations for the future.

I have had the opportunity to attend a workshop coordinated by Terry Klein. I highly recommend that you attend this meeting. Terry does comprehensive work that will offer you the opportunities for productive thought and action. The result will be take-aways that should assist your own work once the conference has ended. The chance to meet with these other key TRB Committees is a valuable one.

For the January 2006 annual meeting, I am working with Kim Fisher, our TRB representative, and other committees, subcommittees and task forces to have a variety of ADC10-sponsored and co-sponsored sessions. Kim has seen my proposals and she has given a favorable initial response. Make sure you come Sunday, January 22 since ADC10 will have its hand in three of the workshops ("Managing the NEPA Process for Complex Projects" by ADC10 and the AASHTO Center for Environmental Excellence; "Building a Green Highway" by ADC10, AFB40, maybe AFH35T; and "Highways and Wildlife" by ADC10, ADC30T, ADA40T). We plan an ADC10 paper session and also a joint session with the Engineering Geology Committee (AFP10) titled "The Role of Engineering Geology in the Development of Environmental Documentation". Another ADC10 session, perhaps to be shared with other committees/subcommittees, is proposed and titled "When is Tiered NEPA Documentation Effective?" I am also working with Ken Polcak, chair of ADC40 (Transportation-Related Noise and Vibration), and Tom Linkous, chair of ADC30T (Ecology and Transportation), on a session about noise-related impacts to terrestrial wildlife, plus perhaps another session co-sponsored with Tom on general environmental analysis/ecology matters. If you think this sounds like a lot, it is. With only 2.3 allotted sessions per committee/task force, flexibility comes about if we share and co-sponsor sessions. One other opportunity for getting sessions is to request sessions later Wednesday or on Thursday morning. I have done that and Kim has been very accommodating. I advise you all to examine the session schedules before you make plans so you do not arrive late or leave early that week in January. The 2006 annual meeting will offer an extensive schedule with many ADC10-sponsored and co-sponsored sessions. I'll have more-specific information in the fall newsletter.

Members' terms with ADC10 end April 14, 2006. Kim Gambrill has an article in this newsletter about the process leading to consideration for membership. One element that might help our process will be the members and friends survey which I am drafting now; once you receive it, make sure you complete this and return it. Your input on that survey will help us each benefit from our associations with ADC10 and will make the committee stronger.

Thank you all for your interest in TRB and your efforts for the Committee on Environmental Analysis in Transportation. - Mark

Membership Opportunities

Committee on Environmental Effects of Aviation (AV030)

Every three years the Chair of TRB Committee ADC10 is required to replace one-third of the Committee's roster of 24 members. Mark Kross will be faced with this challenge early next year but the process begins well before then with a search for potential new members.

Our Committee goals encourage selection of new members to achieve a geographically diverse membership of well-qualified and highly motivated individuals. If you have an interest in serving on the Committee, please send a letter of interest and a brief resume to Mark Kross, TRB Committee ADC10 Chair, Missouri Department of Transportation, P.O. Box 270, Jefferson City, Missouri, 65102 (email mark.kross@modot.mo.gov). If you have actively participated in the activities of this or other TRB committees, be sure to include this information in your letter of interest.

Context Sensitive Design & Solutions AFB50T Task Force

The TRB joint committee Task Force on Context Sensitive Design and Solutions (CSD&S) was formed to provide focus and a forum to facilitate communication and coordination with TRB standing committees, task forces, and other appropriate organizations. The Task Force was formed recognizing that the implementation of CSD&S requires integration, balance, and interdisciplinary teamwork across many TRB groups to ultimately improve the process of how projects are delivered. The Task Force will:

- Identify cross-cutting critical research needs and best practice synthesis needs in order to develop prioritized research problem statements and synthesis project proposals to meet those needs.
- Prioritize research and synthesis proposals with short study durations and high payoff potential for implementation and application of the demonstrated benefits of "context-sensitive" project development processes.
- Investigate national and international issues to assemble and disseminate information that will inform and influence improved context sensitive project development processes.
- Conduct workshops, formal paper presentation sessions, and poster sessions at TRB Annual Meetings and consider other potential national or regional venues.

- Develop material content for and collaboration with Project for Public Spaces and FHWA in developing the new CSS Online Resource Center.
- Identify post-secondary, public, and professional education gaps and needs and develop curriculum and education training recommendations that will advance CSD&S in transportation project development.

The second meeting of the Task Force was held on January 11, 2005 at the Annual TRB Meeting in Washington, D.C. Chairman Scott Bradley presided over the meeting with 22 Task Force members and 27 friends in attendance. A number of topics were discussed that have progressed significantly since January. Following is a summary of the current status of those topics discussed at the January meeting.

The CSD&S Task Force sponsored "Overcoming Obstacles to Context Sensitive Design of Urban Streets and Arterials," a pre-workshop to the 3rd International Symposium on Highway Geometric Design on June 29, 2005 in Chicago, Illinois. The purpose of the workshop was to present and identify international concerns, ideas, research, and potential best practices associated with geometric design and achieving context sensitive design of urban streets and arterials. It was a "working" workshop, with a geometric focus, to improve and institutionalize the implementation of CSD&S in transportation project development. In other words, to identify how can and should we be doing things differently? Proceedings will be available on the AASHTO website by the end of August.

A new national CSS website, <http://www.ContextSensitiveSolutions.org>, sponsored by FHWA and NPS, created by Project for Public Spaces (PPS) and Scenic America, in partnership with AASHTO, ITE, FTA, and NACTO, has been launched. The site is for domestic and international practitioners.

FHWA has developed a new CSS Program and Activities Report to summarize CSS related projects and activities that are being sponsored or championed by the FHWA Offices of Federal Land Highway, Infrastructure, National Highway Institute, Planning and Environment, Research, Resource Centers and Safety. The report is being updated quarterly and is available on the FHWA CSS web page, <http://www.fhwa.dot.gov/csd>.

The Task Force sponsored and/or jointly sponsored the following sessions at the 2005 TRB annual meeting:

- Integrating Context Sensitive Solutions with Planning and Performance Measures;
- Context-Sensitive Urban Street Design;
- Public Involvement Training Workshop;
- Context Sensitive Bridge Design;
- Context Sensitive Design Education;
- Context Sensitive Design: International Perspective on Urban Street Design Workshop; and
- Highway Visual Quality Evaluation Modeling.

The Task Force submitted several synthesis proposals and one, NCHRP 36-04 Visualization for Project Development, was funded and is scheduled for completion in the fall of 2005.

The Task Force sponsored and co-sponsored two NCHRP proposals which were approved for funding. NCHRP Problem 2206-C-18, "Quantification of Benefits and Cost Effectiveness of Context Sensitive Design and Solutions in Transportation Facilities," was funded at \$450,000. NCHRP Problem 2006-C-29, "AASHTO Guide for Transportation Landscape and Environmental Design," was funded at \$400,000.

Currently, the Task Force is jointly sponsoring a call for papers for the Annual TRB Meeting in Washington, January 22-26, 2006 on two topics, "Recent and Emerging Research in the Application of Context Sensitive Design Flexibility" and "Cost-Benefit Case Studies in Applying Design Flexibility and Context Sensitive Solutions." Papers are due to be submitted to TRB before August 1, 2005.

A Guide for Context Sensitive Roadway Surface Selection funded by Federal Lands Highway for the NPS, Forest Service, is expected to be completed this fall. The guide will be used by FLH and will be available to the public.

Upcoming, is the "Midwest Region CSD&S Workshop, Overcoming Roadblocks to Project Excellence," sponsored by FHWA, MnDOT, and the University of Minnesota Center for Transportation Studies will be held August 24-26, 2005 in Minneapolis. Details on the workshop are available online at <http://www.cts.umn.edu/education/csd/csdsworkshop/index.html>.

On the Road to Stewardship. . . In San Diego!

The 2005 International Conference on Ecology & Transportation, San Diego, CA August 29-September 2, 2005

There's a lot of excitement in the air as we prepare for a high energy conference in San Diego beginning August 29. The synergy of ecology and transportation happens every other year and we TRB Task Force members get that much needed inspiration from the research world—that influx of ideas and new research helps us form our research needs statement. Sponsored by CalTrans and the Road Ecology Center at UC Davis, the theme is "On the Road to Stewardship" and promises to again be packed with the latest research developments. Those of us who were at the ADC conference last August can testify that San Diego is a marvelous venue for a conference— even better than last year because we are on the water. This

newsletter includes all of the details on the conference. If you haven't reserved yet, be sure to do so right away.

Webmaster needed

As we move towards becoming a full committee, we find that a website is key to improve our communication. Thanks to CTE, we have a great opportunity to "piggyback" on the ADC10 (aka "Environmental Analysis in Transportation") website. In order to get this off the ground, we need two types of volunteers. We need someone to help to pull material together for the website— in the beginning, just items like our minutes, mission statement, etc. CTE will do the heavy lifting. The second type of volunteer would be someone with a flare for web design who could help us make this site a destination for web-surfers. Those interested should contact Tom Linkous.

On the road. . . from task force to committee!

One of the Task Force's most important goals is to achieve standing committee. Our plan is to have our material together by the 2006 annual meeting that documents our achievements. Milestones include: good programs at both the mid year and annual meetings, active liaison with other groups, peer review of TRB papers, and proposal and acceptance of research topics. We have been very active as a task force, so the process should be straightforward. Anyone who could take on this task should contact Tom Linkous.

From the TRB Technical Activities Division. . .

Committees Provide Input on Updating TRB Critical Issues

As directed by the TRB Subcommittee on Planning and Policy Review (SPPR), committee chairs were asked to include the update of the TRB Critical Issues as an agenda item for discussion at their January 2005 meetings in Washington, and then to submit any input they may have through a special TRB website by early February. More than 60 committees responded, generating approximately 100 pages of input. The input received was subsequently reviewed and in some cases supplemented by the Groups and Sections. A summary was provided to the SPPR in March, and was forwarded to all Group/Section/committee chairs in June.

The TRB Executive Committee and its SPPR have been using this input as they continue to develop the update to the TRB Critical Issues document. The following issues are currently being considered for inclusion in the updated version:

- Increasingly congested facilities across all modes;
- Continued accessibility challenges;
- Extraordinary energy and environmental challenges;
- Inadequate financing;
- 20th century institutions facing 21st century challenges
- Vulnerability to terrorist strikes;

- Lost leadership in road safety; and
- Enormous stock of facilities to maintain.

The update is expected to be complete and available in time for the TRB 2006 Annual Meeting in January.

Transportation 2025, Interstate 50th, Themes for 2006 Meeting:

The TRB 2006 Annual Meeting spotlight theme will be "Transportation 2025: Getting There From Here." As part of this theme, it is expected that sessions will be developed that look beyond today's research results to what the transportation could and should look like over the next 20 years. Sessions will also address the updated TRB critical issues, transportation as part of future trends (economic, technology, etc.), accountability and performance, and the Technical Activities Council cross-cutting issues. A sub-theme for the meeting will be the 50th Anniversary of the Interstate Highway System, with a focus on what we have learned over the years from research generated for and by the Interstate, and where do we go from here. Alan Pisarski and the TRB History Committee have offered assistance to any committee that wishes to sponsor a session on this theme.

TRB Task Force on Environmental Justice in Transportation (ADD50T)

A well attended ADD50T committee meeting was held on Tuesday, January 11 at the 2005 TRB Annual Meeting. After reviewing the purpose and scope of the Task Force, Jacquelyne Grimshaw, Task Force Chair, reported on a year of many activities and accomplishments, including the sponsorship of paper, conference, and poster display sessions. The theme for this meeting is "Transportation from a Users Perspective." Recent publications to be aware of include a recent Harvard University paper on EJ as well as NCHRP Report 532, Effective Methods for EJ Assessments, which apparently is an outcome of the 2002 Environmental Research Needs Conference. In preparation for the 2006 TRB Annual Meeting, the Task Force is planning to issue a call for posters on the topic of "International Comparisons of How EJ is Being Addressed in Other Countries." Finally, the Task Force will participate in a joint mid-year summer meeting to be held in Boston on July 10-13, 2005 at the Seaport Hotel and World Trade Center. Registration can be made on the TRB website.

Marine Environmental Task Force

Marine Environmental Task Force is on a parallel track to ours. At their mid-year meeting in Boston, the focus was on attaining standing committee status. This energetic group has identified and ranked environmental issues that it deems most important. The top three are:

1. Environmental economics - quantify the costs of maritime pollution, both direct impacts (physical, chemical, biological, and ecological impacts on marine biota and habitats). Also quantify (through modeling and other means) the costs to industry of preventing and failing to prevent the same impacts.
2. Ship-sourced pollutants - identify and evaluate cost-effective means of reducing ship-sourced oily and gaseous pollutants, including ship scrubbing, separation, storage, clean-up technologies, surveillance, enforcement and compensation regimes.
3. Invasive species - design and implement systems to minimize transfers of invasive species including comparison of environmental and economic risks of various strategies and technologies; focus on ballast water exchange and hull fouling, but other vectors may be of concern.

Other significant issues include air quality, performance measures, costs/benefits of alternatives types of dredging, underwater sound impact assessment, EMS, and environmental windows- many parallels to our Task Force and parent committee. All agreed that the process identified in the TRB publication 262 (A Process for Setting, Managing, and Monitoring Environmental Windows for Dredging Projects) needs to be revisited and taken to the next level, from process to performance. The task force has issued a call for papers for the 2006 annual meeting is entitled "Reconciling marine transportation and marine ecosystem health: research in support of a maritime stewardship of the marine environment."

Environmental Impacts of Aviation

The Committee on Environmental Impacts of Aviation reports that it has generated a long list of research priorities. Many show the commonalities that link all of the environmental task forces and committees. Of interest to the Task Force and parent committee:

1. Environmental process: new approaches - looking at the space between the points or other nonlinear approaches;
2. Impact metrics and performance measures;
3. Endangered and invasive species;
4. Bird/aircraft strike hazards;
5. Natural resources stewardship.

Task Force on Transportation Needs in National Parks and Public Lands

The Task Force on Transportation Needs in National Parks and Public Lands is planning a workshop at the 2006 annual meeting entitled Highways and Wildlife. The workshop will provide transportation officials,

highway engineers, transportation planners, safety engineers and environmental planners a better understanding of how wildlife and fisheries issues can be integrated into planning, engineering, design and maintenance of highways. The workshop will be divided into sessions addressing planning, engineering and design practices. Participants will get a basic understanding of the current state of the art and how the transportation community is integrating wildlife and fisheries issues into highway programs, as well as where to get technical assistance.

National Association of Environmental Professionals Annual Conference

The NAEP held their annual conference April 16-19, 2005 in Alexandria, Virginia. *Inspiring Global Environmental Standards and Ethics* was the theme, which included their 16th annual NEPA symposium. This year's Transportation Working Group hosted a track focusing on the evolving relationship between transportation systems and the environment, and the changing role of the transportation environmental professional. Leading transportation professionals gave presentations on the role of NEPA in different transportation modes, the evolution of cooperative compliance initiatives, managing the impacts to air and water quality and impacts to wildlife and ecosystems. Conference abstracts are available at <http://www.naep.org/CONFERENCE05/confer1.html#S8>

Population Benefits of Wildlife Crossings using DNA methods

Banff National Park in Alberta, Canada represents one of the best testing sites of innovative wildlife - roadway mitigation passages in the world. Although the major commercial Trans-Canada Highway (TCH) bisects the Park, a diverse range of engineered mitigation measures, including the incorporation of a variety of wildlife underpasses and overpasses have helped maintain large mammal populations and inform 25 years of important data.

Consistent evidence of both the performance and effects of wildlife crossings is needed to support their continued and growing implementation by transportation and resource management agencies. There is still skepticism among some organizations regarding the conservation benefits of wildlife crossings. Monitoring track pads in Banff's crossings tell us that 10 species of large mammals have used them more than 60,000 times since 1996. However, the actual number of individual animals using the crossings is unknown and only rough estimates can be made. Healthy functioning ecosystems

require viable wildlife populations. Thus, it is critical to know the performance of these crossing structures at the population level. Although intuitively these measures should enhance population viability, to date, there have been no specific studies that actually address their population level effects.

Obtaining data on individuals in a population can be problematic because wide-ranging, fragmentation-sensitive species like bears typically occur in relatively low densities and have low reproductive rates. Thus, demonstrating that crossings provide for population level benefits (adult male and female movement across roads; dispersal, survival and reproduction of young) usually requires 15-20 years of intensive monitoring of radio-marked mammals. However, modern molecular techniques now make it possible to identify individual animals, their sex, and genetic relatedness with only a few hairs. These innovations could provide a powerful, relatively inexpensive, and non-invasive way to acquire critical information regarding genetic interchange facilitated by crossings, without ever having to capture or see the animal.

Experiment - In 2004 and 2005, we have been piloting a DNA/hair-sampling system at two underpasses on the TCH in Banff. Our hair-snagging system consists of two strands of "sticky string" spanning the width of the underpass (Photo 1). Barbed wire is intertwined to enhance the efficiency of the system to obtain hairs with sufficient DNA/tissue for analysis. As our target species are large carnivores, primarily bears, the strands have been suspended at 35 cm and 75 cm above the ground. Page-wire and brush behind posts are used to "funnel" the animals toward the barbed-wire/sticky string as they pass through (Fig. 1). Hair left on the barbs or sticky string as the animal passes through the structure is collected daily and sent off to a laboratory that will identify species and individuals within species. The hair-sampling systems are also video-monitored 24-hrs a day to assess the success of the technique and to watch wildlife responses to the slightly modified underpasses. This video footage allows us to identify and correct any experimental flaws, or negative impacts on wildlife.

Wider Project - Performance monitoring continues at all 24 wildlife crossing structures in Banff. These results will provide measurable data on the value of these different structures in maintaining or restoring wildlife populations. Our information guided the design and location of 17 new structures to be built as part of the latest phase of TCH twinning (improvement) work - a key example of evolving science being used to inform transportation management planning decisions. It is hoped that this experience and expertise will raise international awareness and be valuable to other regions worldwide.



Photo 1. Two-strand system of barbed-wire/sticky string used to sample DNA/hair of animals using wildlife underpass.

Our research is currently being funded through a unique partnership of four, leading North American conservation based foundations and science agencies: Parks Canada, the Western Transportation Institute (Montana State University - Bozeman), the Woodcock and Wilburforce Foundations, and the U.S. Humane Society. For more information, contact Tony Clevenger, (t) 403 760 1371, (e) tony.clevenger@pc.gc.ca or Chad Townsend, (t) 403 760 1371, (e) chad.townsend@pc.gc.ca.

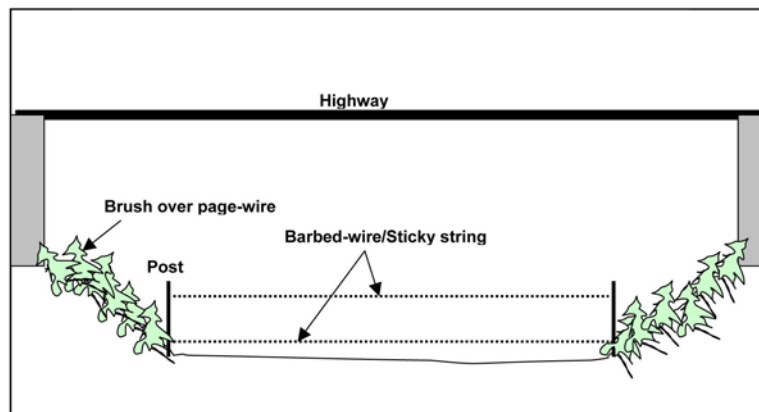


Fig. 1. Design of DNA/hair-sampling system at wildlife underpass.

Calendar

The schedule related to the ADC10 Committee follows:

August 7-10, 2005

**Committee on Landscape and Environmental Design
2005 Midyear Meeting, Austin, TX.**

August 23 & 24, 2005

**The Advisory Council on Historic Preservation's
Section 106 Essentials Training Course, Atlanta,
Georgia. www.achp.gov/training.html**

August 24-26, 2005

**Midwest Region 2005 Context Sensitive Design &
Solutions Workshop, Radisson Plaza Hotel Downtown
Minneapolis, MN.**

August 29-September 2

**2005 International Conference on Ecology and
Transportation, Hilton Resort at Mission Bay San Diego,
CA. www.icoet.net**

September 7-9, 2005

**2005 Environmental Council of the States (ECOS)
Annual Meeting, The Colony Hotel Kennebunkport,
ME. www.ecos.org**

September 11-14, 2005

**Northeast Community Impact Assessment Workshop,
Trenton, NJ.**

September 11-14, 2005

**ADC10 Midyear Meeting: Environmental Stewardship
and Streamlining: Fact or Fiction? Santa Fe, NM.**

September 11-15, 2005

**American Fisheries Society 135th Annual Meeting,
Connections Across Jurisdictions, Disciplines, and
Cultures, Anchorage, AK.**

September 22-24, 2005

**International SIIV Congress on "People, Land,
Environment and Transport Infrastructures," Bari,
Italy.**

September 25-29, 2005

**The Wildlife Society 12TH Annual Conference
'Following Leopold's Footsteps,' Monona Terrace
Convention Center: Madison, WI. www.wildlife.org**

September 26 & 27, 2005

**The Advisory Council on Historic Preservation's
Section 106 Essentials Training Course, Portland, OR.
www.achp.gov/training.html**

September 26 - 29, 2005

**Green Highways Forum Integrating Stewardship,
Safety & Sustainability into the Planning, Design,
Construction & Maintenance of Highways, Marriott
Inn & Conference Center University of Maryland
College Park, MD.**

October 5-6, 2005

**Workshop on Preparing, Reviewing, Challenging, and
Defending Documents Prepared under the National
Environmental Policy Act, hosted by Oregon Law
Institute of Lewis & Clark Law School.**

October 18-19, 2005

**Workshop Identifying Waters of the US after
SWANCC, sponsored by the Association of State
Wetland Managers and the Institute for Wetland Science
and Public Policy, Albuquerque Marriott Pyramid North,
Albuquerque, NM. www.aswm.org**

October 25-28, 2005

**Eighth Annual Wetlands and Watersheds Workshop:
Aquatic Systems and Water Quality, Holiday Inn on the
Boardwalk, Atlantic City, NJ.**

January 22-26, 2006

**TRB 85th Annual Meeting, Washington, D.C., Linda
Karson.**

March 22-25, 2006

**71st North American Wildlife and Natural Resources
Conference, Hyatt Regency Columbus, Columbus, OH.**

April 23-26, 2006 National Association of

**Environmental Professionals 31st Annual Conference:
Balancing the needs of the natural and human
environments and finding solutions that can bridge
competing interests, Albuquerque, NM. www.naep.org**

**April 22-26, 2006 American Planning Association
National Conference**

San Antonio Convention Center, San Antonio, TX

Call for Paper Reviewers!

Jim Bach, chair of the ADC10 Publications Subcommittee, is seeking reviewers for papers submitted by authors for consideration by the Transportation Research Board. Jim needs to submit his list of reviewers to TRB by Friday, August 20. If you are interested in reviewing any papers for our committee, please send Jim an e-mail message at jbach@louisberger.com or call him at 973-678-1960, Ext 465.

Editor's Notes

Newsletter Guidelines

Submittals should be formatted to 8 ½ " x 11" size, typewritten in caps and lower-case, single spaced, flush left margin. Subject and author should be provided as part of the text. My preferred word processing software is Microsoft Word (although I should be able to translate/convert most other applications). Articles may be submitted as hard copy with a 3.5" disk, or by fax or e-mail to the Newsletter Editor:

Craig T. Casper
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Subcommittee chairs are expected to submit reports on committee activities. Announcements, Research News, Features (e.g., reports on activities or news of interest) and Requests for Information may be submitted by anyone.

Please feel free to submit articles anytime during the year, but recognize that we expect to publish in May and November.

The TRB ADC10 Newsletter is published twice a year by Michael Baker, Jr., Inc., 100 Airside Drive, Moon Township, PA 15108. Committee A1F02 truly appreciates that firm's assistance. We appreciate the assistance of the Center for Transportation and the Environment (CTE) at North Carolina State University for posting the electronic newsletter on the ADC10 web site at <http://www.itre.ncsu.edu/A1F02/default.htm>.

Electronic Newsletter

This newsletter is NOT being printed and mailed. It is being e-mailed to members, friends of the committee and others who have provided us an e-mail address. Newsletters are available only by e-mail and on the ADC10 web site. Please submit your e-mail address to Craig Casper at ccasper@ppacg.org and Jennifer Riddle at jriddle@mbakercorp.com to get on the e-mail list for future newsletters. The newsletter also is available at the ADC10 committee's website at <http://www.itre.ncsu.edu/A1F02/default.htm> hosted by the Center for Transportation and the Environment (CTE).

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